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March 8, 2013

Ms. Mary Nichols  
Chair, California Air Resources Board  
1001 I Street  
Sacramento CA 95814

RE: Investment plan for cap-and-trade auction revenues

Dear Chair Nichols:

As a cyclist and infill development advocate I would like to express my strong support for the Sustainable Communities for All Proposal. I believe the vision of SB 375 can be achieved equitably and efficiently by providing transportation and housing choices that allow Californians to drive less and reduce household costs, especially for low-income households.

I have over 8 years of experience in urban planning, design and development focused on urban infill. For more than 5 years I worked as a consultant helping to develop policies for public agencies of all sizes and types throughout California and the Western United States that encourage better linkage between land use and transportation, catalyze infill development, and make our land use more sustainable and cities more livable. As a real estate developer now, I know the challenge of building such projects, and understand why public support and subsidy are so critical to achieving our environmental, social, and economic policy goals.

I believe it is critical to build both homes and transit that are affordable and accessible to lower-income households, while supporting active transportation to improve health. Just this week, the Census Bureau named the San Francisco area the nation's "megacommuter" capitol – people who travel at least 50 miles and 90 minutes to work – with San Jose close behind. When people are priced out of homes near job centers and high-quality transit hubs, they must drive long distances to work.

According to a recent report by the California Housing Partnership Corporation, preserving and building affordable homes near transit will allow California to achieve the maximum VMT and GHG-reduction benefits of investment in transit infrastructure and transit-oriented development.

Sprawl and congestion are also bad for health - each additional hour spent in a car per day is associated with a 6 percent increase in the likelihood of obesity. Investing in safe bicycle and pedestrian infrastructure and programs like Safe Routes to School improves health in both urban and rural areas, and especially in minority communities where pedestrians are significantly more likely to be killed by vehicles.

Investments like these will have the greatest impact on the communities most affected by climate change while also increasing access to opportunities.

Thank you for considering my comments,

Sincerely,

  
Greg Pasquali  
Project Manager, Holliday Development

cc: Ryan Wiggins, TransForm [rwiggins@transformca.org](mailto:rwiggins@transformca.org)

